

1/2

Fig.1

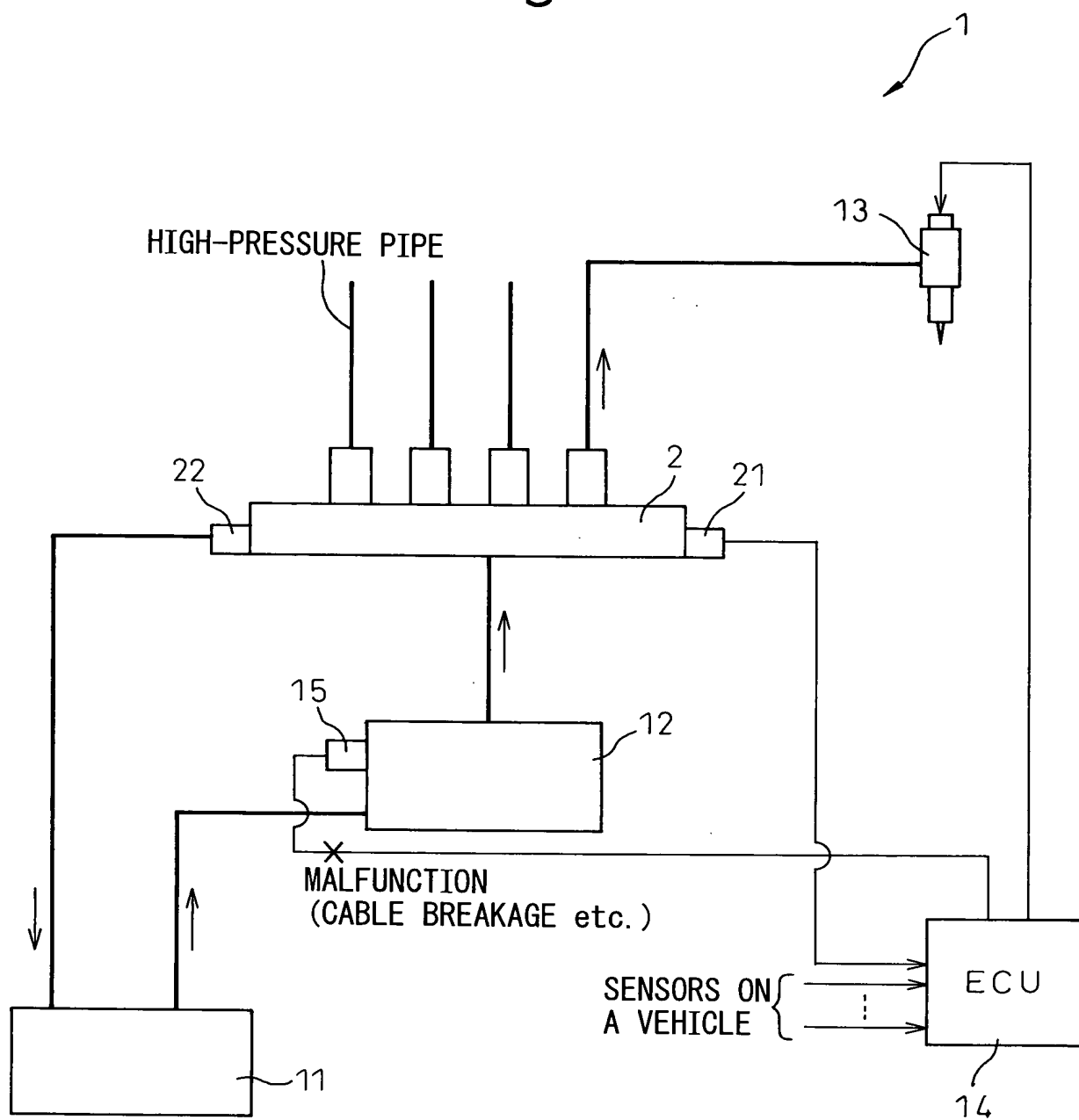
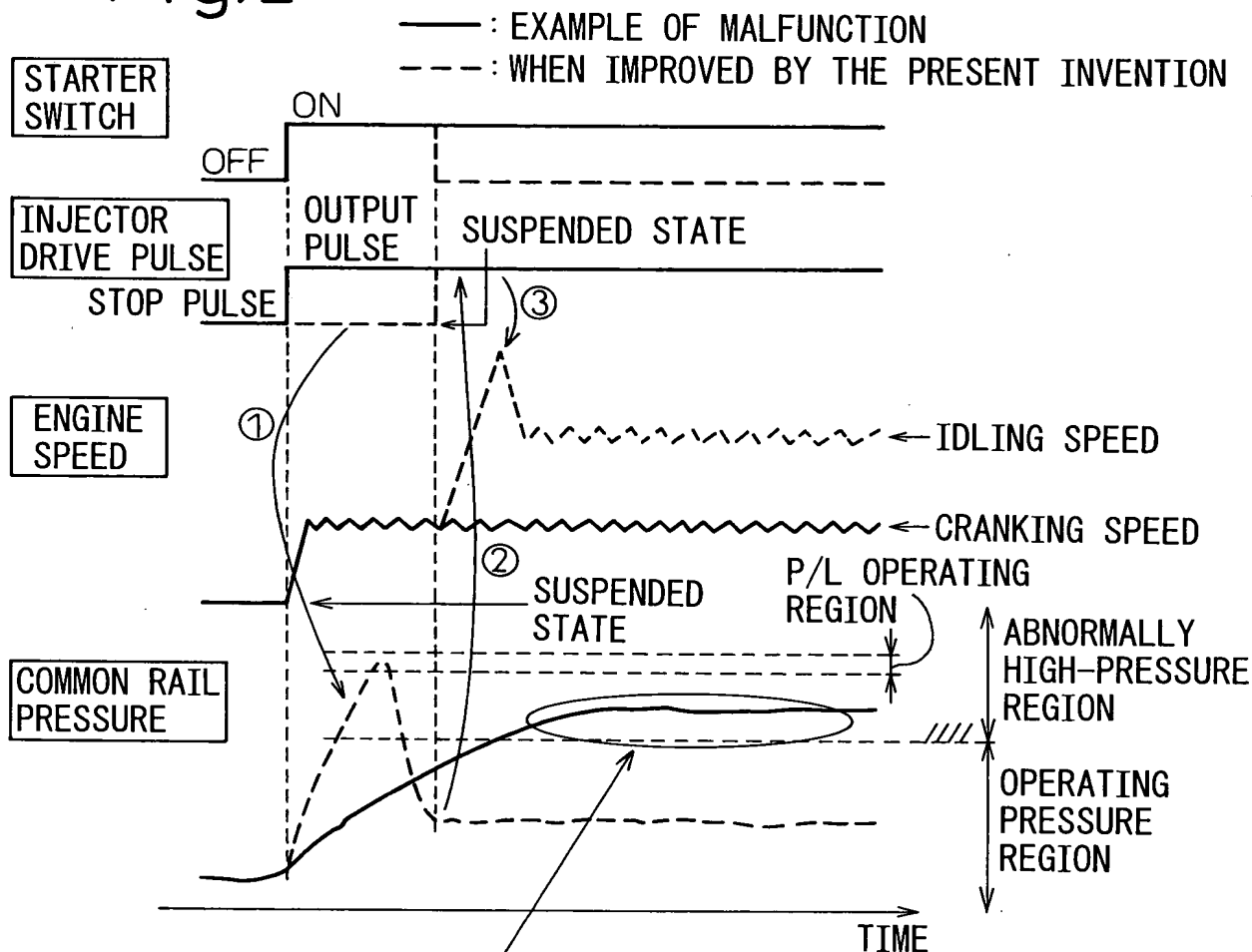


Fig.2



WHEN SUPPLY FLOW RATE (DISCHARGE FLOW RATE OF PUMP) IS LOW AND CONSUMPTION FLOW RATE (INJECTION FLOW RATE OF INJECTOR AND LEAKAGE FLOW RATE) IS HIGH, P/L CANNOT OPERATE AND MODE OF COMMON RAIL PRESSURE STAYING IN ABNORMALLY HIGH-PRESSURE REGION (NEUTRAL STATE) OCCURS.  
 ⇒ OCCURRENCE OF MALFUNCTION (FUEL LEAKAGE) IN INJECTION PARTS

#### PROPOSAL FOR IMPROVEMENT

- ① WHEN ENGINE STARTED (CRANKED), INJECTOR DRIVE PULSE OUTPUTTING IS SUSPENDED TO REDUCE FUEL CONSUMPTION AND INCREASE PRESSURE  
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- ② P/L IS OPERATED (TO INCREASE PRESSURE) WITHOUT FAIL AND IN NORMAL STATE, INJECTOR DRIVE PULSE OUTPUTTING IS STARTED.  
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- ③ STARTING OPERATION IS COMPLETED.